



Transit in Howard County

Hispanic Roundtable

March 27, 2018

Economic Prosperity Task Force

March 28, 2018



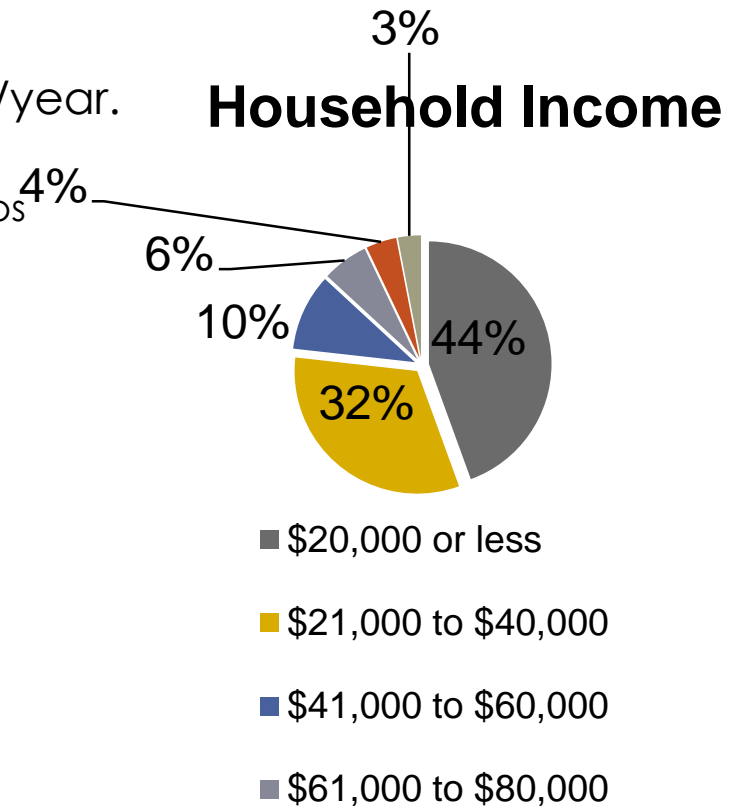
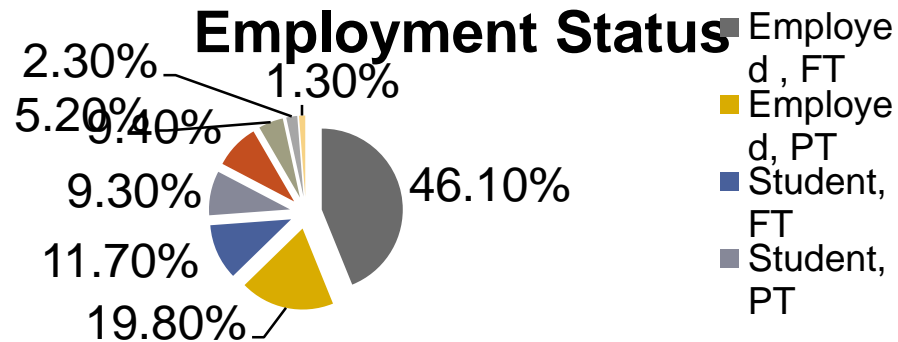
RTA Service

- 15 bus routes (8 Howard Transit, 7 Connect-A-Ride in Anne Arundel County and Prince George's County)
- RTA ADA complementary demand-response service within $\frac{3}{4}$ mile of all fixed-routes (including Anne Arundel County)
- Operates Monday-Sunday
- Fares
 - Regular one-way \$2.00, Reduced one-way \$1.00, Transfer \$1.00
 - \$4.00 ADA trips for non-Howard County residents
- Key destinations include Arundel Mills, BWI Airport, Columbia Mall, Towne Centre at Laurel, College Park Metro Station & Odenton MARC Station



Who uses the RTA?

- A lot of people! RTA carries 1.7 million trips/year.
 - 5th largest Maryland system
 - Howard County portion: 1.1 million fixed-route trips





Transit issues faced by the county

- Headways/Trip Travel Time
- Reliability/Fleet Quality
- Route Structure
- Quality of Experience
- Bus Stops/Accessibility



Route structure

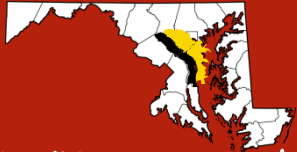
- System serves more of the County than many people recognize.
- BUT....
- Hub system requires long rides and frequent transfers.
- Routes have not been substantially changed in many years.
- Newly-developed activity centers/corridors are not served (e.g., Maple Lawn, Route 103, Turf Valley)





Headways/frequencies

- Most routes have 60-minute headways (buses come once/hour).
- 54% of riders make at least one transfer per trip.
 - 13% of riders make two transfers per trip.
- 42% of transferring riders transfer to/from a non-RTA route (MTA, WMATA, MARC, etc.)
- When headways go to 30 minutes, ridership increases.



Central Maryland Transit Development Plan

Planning the Future of Transit in Our Region

Executive Summary, January 2018



Anne Arundel
County



Howard
County



Prince George's
County



City of Laurel



Regional Transportation
Agency of Central Maryland

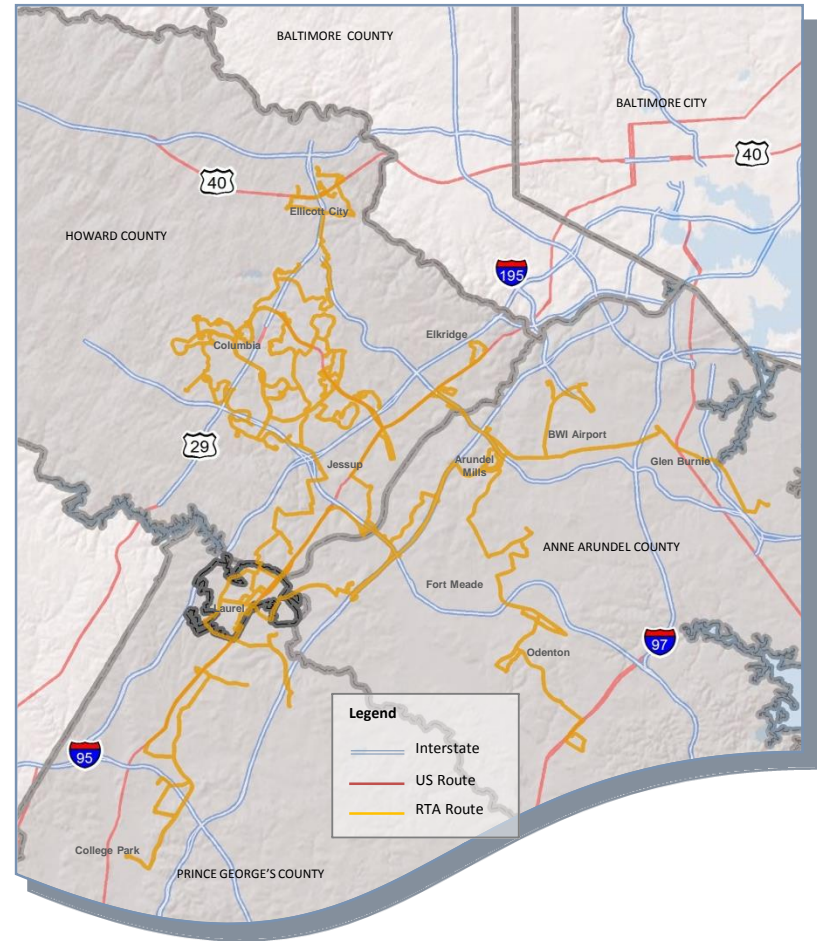




Partners

- Anne Arundel County
- Howard County
- Northern Prince George's County
- City of Laurel
- Regional Transportation Agency of Central Maryland (RTA)
- Maryland Transit Administration

Service Area





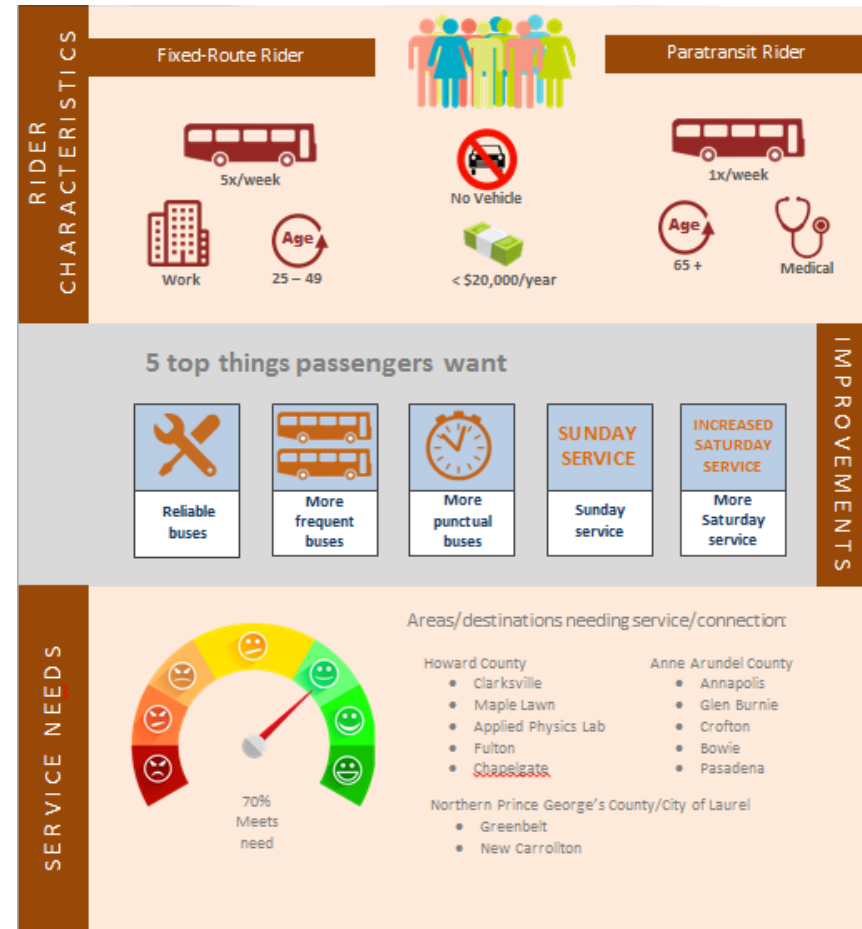
Plan Overview

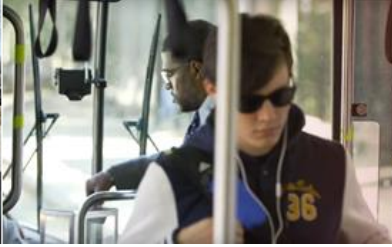
- Demographics and Land Use
- Public and Stakeholder Input
 - Fixed-Route Rider Survey
 - Paratransit Rider Survey
 - Community Survey
 - Public meetings and Stakeholder input
- Review of Existing Services
- Service Alternatives
- Transit Plan
 - Routes and Services
 - Fleet Replacement and Expansion
 - Fare Collection
 - Facilities
- Future Transit Development
 - Beyond Five Years



Key Aspects

- Connect residents to jobs and education
- Improve service reliability
- Increase frequency of service
- Expand weekend service
- Develop new local services and cross-county routes connecting activity centers





Howard County Strategies

- Basic performance and service improvements
 - Replace older, unreliable buses that are outdated and expensive to maintain
 - Streamline fare structure
 - Improved bus stops and bus shelters
- System reconfiguration and service expansions within 18 months (after public hearings)
 - Routes that better align with riders' needs
 - More shorter routes versus fewer longer routes within same service area
 - More direct routes and shorter travel times
 - More weekend and evening service, shorter headways



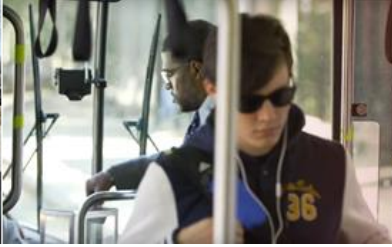
Howard County Strategies

- 3 plus year vision for service expansion
 - Local service Maple Lawn (via APL); Elkridge (via Long Reach), River Hill (via HCPS headquarters); Turf Valley
 - Bus Rapid Transit to Silver Spring
 - Downtown Columbia to Gateway transit corridor
- Mobility
 - Options to address the high cost and rising demand for demand-response services
 - Ideas suggested to focus mobility services to where needs are greatest
 - Discussions with affected communities beginning in Spring/Summer of 2018



Howard County Recommended Services

- Phase 1
 - More shorter routes, fewer longer routes – 14 proposed routes verses 9 today.
 - 14 Proposed Routes – 10 entirely within Howard County and 4 regional
 - 9 Existing – 6 entirely within Howard County and 3 regional
 - Half-hour headways on 4 key routes, Monday to Saturday during daytime hours.
 - Increase weekend service
 - Increase overall level of service – 132,400 annual service hours in Phase 1 versus 109,500 today.
 - Reduce travel times on many routes (e.g. Route 405 – Columbia Mall to Ellicott City and Route 406 – Columbia Mall to Columbia Gateway).
 - Virtually no loss in service – Only 2 stops out of 500
 - Implement in Winter/Spring 2019.
 - Annual operating cost increase of \$1.3 million on top of existing \$8.3 million.



Howard County Recommended Services

- Phase 2
 - Expand service to areas not currently served
 - Maple Lawn via APL
 - Elkridge via Long Reach
 - River Hill via HCPS headquarters
 - Turf Valley
 - Catonsville (with MTA and Baltimore County support)
 - Increase overall level of service – An additional 39,388 annual service hours over Phase 1 totaling approximately 171,788 overall
 - Increase number of routes
 - Increase number of route with half hour frequency
 - Increase number of routes on weekends
 - Time of expansions dependent on funding and community interest/support



Howard County Capital Requirements

- Fleet Replacements:
 - Continue to bring fleet to state of good repair; eliminate over age vehicles, and provide for adequate spares to provide reliable service
 - 10 new buses delivered in FY 2018; another 6 arriving Fall 2018
- Howard County share of new fare collection system:
 - Modern registering fareboxes to improve revenue control and data collection, allow for regional transfers (MTA and WMATA)
 - Or, mobile ticketing



Howard County Mobility Services

- No specific proposal for immediate implementation.
- Ideas suggested include focus mobility services on where needs are greatest; encourage paratransit riders to use fixed routes; ensure long-term program financial stability.
- Examples of ideas – increase use of taxicab services; free fares for seniors/disabled on fixed routes; raise senior age from 60 to 65.
- Recommends discussion with affected communities beginning in Spring/Summer of 2018.



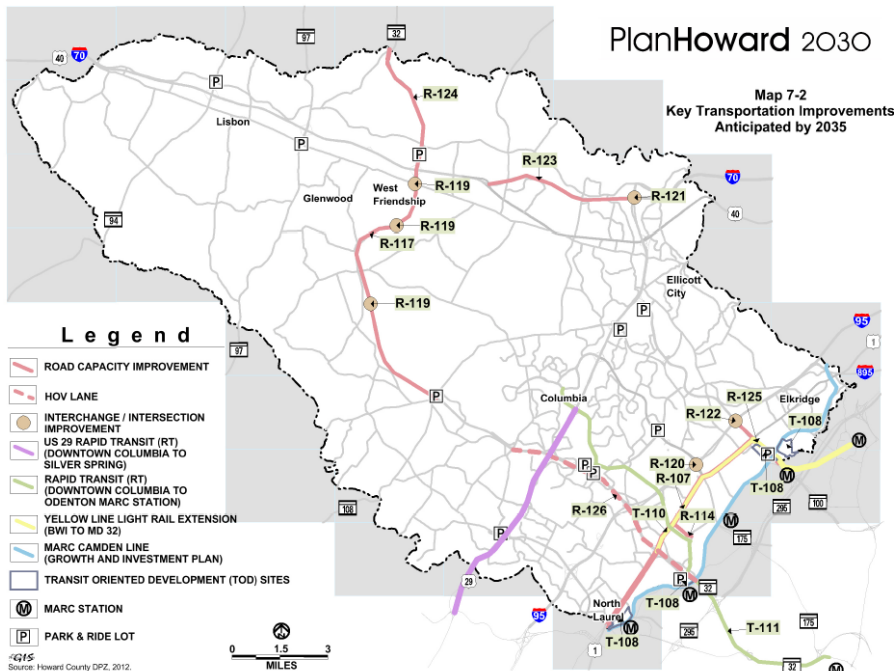
RTA Service & Facility Improvements

- Driver training and customer service.
- Real time bus tracking on mobile devices – RouteShout.
- Downtown Columbia Transit Center.
- Marketing and branding to improve/increase name recognition.
- Consolidated fare structure.
- Electronic fare media.
- Bus stop/shelter improvements.



Future Transit Development

- Plan Howard 2030 Rapid Transit Corridors.
- Focus on Route 29 corridor; coordination with Montgomery Co.



DOWNTOWN COLUMBIA PLAN
A General Plan Amendment
Howard County, Maryland
Adopted: February 1, 2010



- Downtown Columbia Shuttle